

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 22-2010

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport LEVD

General Info

Valladolid, ESP

N 41° 42.4' W 04° 51.1' Mag Var: 3.7°W

Elevation: 2776'

Public, Military, IFR, Control Tower, Customs

Pattern Altitude: 1000 feet AGL

Fuel: 100LL, Jet A-1

Time Zone Info: GMT+1:00 uses DST

Runway Info

Runway 05-23 9859' x 148' asphalt

Runway 15-33 2976' x 197' soil

Runway 05 (48.0°M) TDZE 2768'

Lights: Edge, Centerline, REIL

Runway 15 (147.0°M) TDZE 2770'

Right Traffic

Stopway Distance 656'

Runway 23 (228.0°M) TDZE 2776'

Lights: Edge, ALS, Centerline, REIL

Runway 33 (327.0°M) TDZE 2771'

Stopway Distance 213'

Communications Info

Valladolid Tower **139.7** Military

Valladolid Tower **139.3** Military

Valladolid Tower **122.2**

Valladolid Tower **257.80** Military

Notebook Info

LEVD/VLL

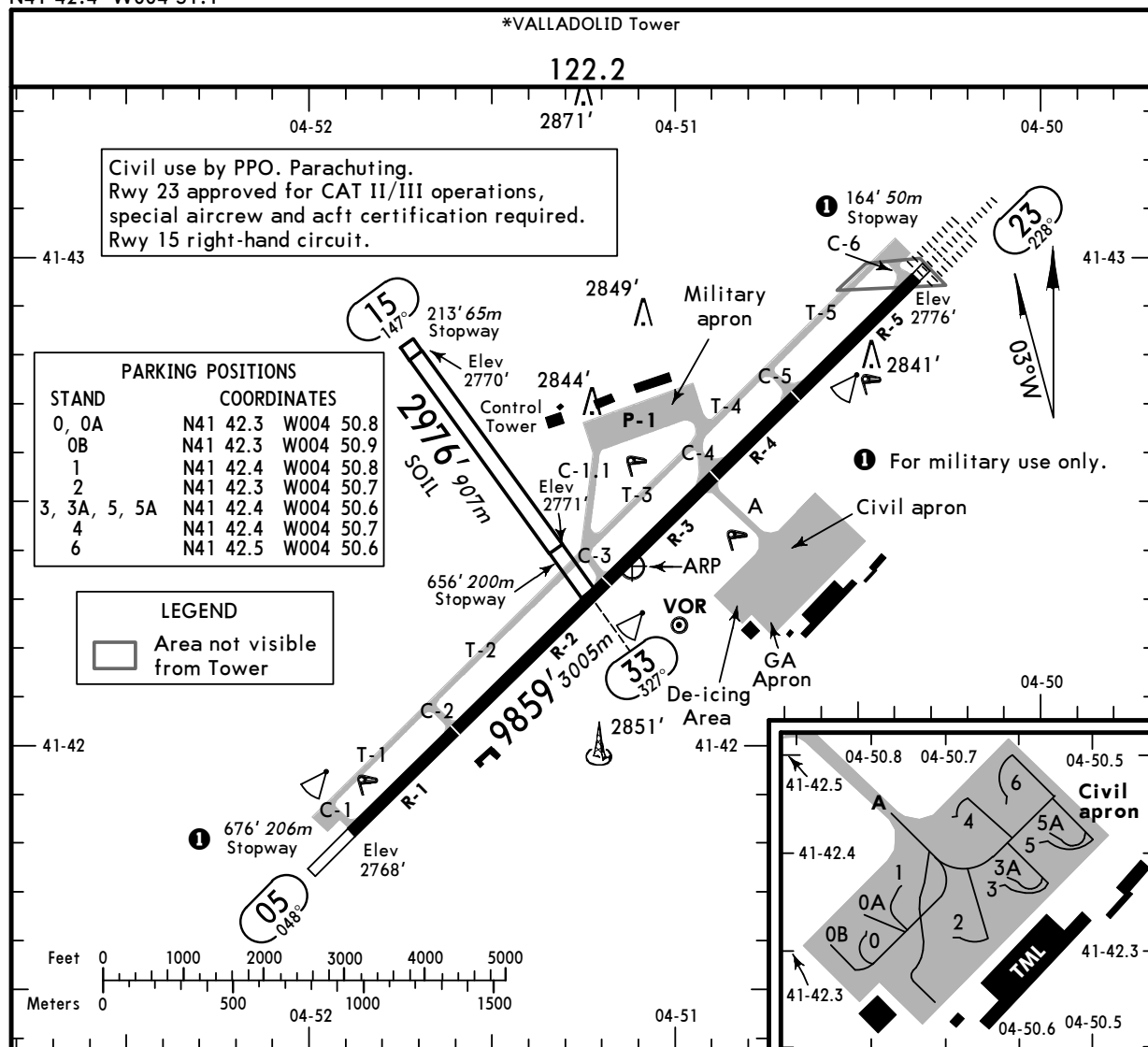
Apt Elev **2776'**
N41 42.4 W004 51.1

JEPPESSEN

1 OCT 10 (10-9)

VALLADOLID, SPAIN

VILLANUBLA



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	WIDTH
05	HIRL (60m) CL (15m) REIL PAPI (3.0°)				148'
23	HIRL (60m) CL (15m) HIALS-II REIL LDIN PAPI ② RVR		8826' 2690m		45m
15	③ 33				197'
					60m

② (3.0°)

③ Military use only.

Standard

TAKE-OFF ①

	LVP must be in force				
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL NIL (DAY only)
A					
B	125m	150m	200m	250m	400m
C					500m
D	150m	200m	250m	300m	

① Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

LEVD/VLL **JEPPESEN**
1 OCT 10 **10-9A****VALLADOLID, SPAIN****VILLANUBLA**

LOW VISIBILITY PROCEDURES (LVP)

CRITERIA FOR APPLICATION AND CANCELLATION

LVP will be applied:

- When RVR is out of service, or
- when RVR is 600m or below, or
- when cloud ceiling is 250'/75m or below.

LVP will be cancelled:

- when RVR value is higher than 1000m,
- cloud ceiling is 300'/90m or above at least during 10 minutes and
- the improvement tendency of meteorological conditions is strong.

ENTRIES AND EXITS OF RUNWAY

For entries at rwy, acft will proceed depending on the rwy in use:

Threshold 23:

For acft leaving civil apron via twy A, cross the rwy and follow twy C-4, T-4 and T-5 until C-6.

Threshold 05:

For acft leaving civil apron via twy A, cross the rwy and follow twy C-4, T-3 and T-1 until C-1.

For rwy exits, civil acft which have already landed, will vacate rwy in use via twy C-1 and follow on twy parallel rwy until C-4, crossing the rwy and follow on twy A until the civil apron.

GROUND MOVEMENT RESTRICTIONS

Usually, while the LVP are in force, the movement of only one acft will be authorized by tower.

Pilots will proceed to verify at every moment the acft position, specially in intersections, checking that taxiing is being executed under total safety conditions. In case of being disoriented or in doubt, pilots will stop the acft and immediately notify to TWR.

In low visibility conditions, twys C-2, C-3 and C-5 will be closed.

When leaving rwy, pilots will notify:

- Rwy vacated.
- Sensible area vacated.
- Used twy.

LOW VISIBILITY PROCEDURE DESCRIPTION

Pilots will be informed about the application of the LVP by radiotelephony. Any incidence affecting LVP will be communicated immediately.

The integrated system of the meteorology office will provide directly the values of RVR as follow:

- RVR ALPHA: figures corresponding to the touchdown zone.
- RVR BRAVO: figures corresponding to the midpoint of rwy.
- RVR CHARLIE: figures to the rwy end.

CAT II/III approach and landing

The clearance for landing will not achieved later than the acft is situated 2 NM from TDZ. If that is not possible, instructions will be achieve to execute the missed approach maneuver. When CAT II/III approaches are executed, the landing clearance will be issue only when the sensible areas of ILS (LSA) are cleared.

Departures with low visibility

- Tower will inform to the pilots about the application of the LVP.
- Pilots should request to TWR the engine start-up with RVR equal figures, equal or higher to their minimums of departure.
- In case of being disoriented, pilots will stop the acft and immediately notify to TWR.

COMMUNICATIONS FAILURE

If an acft or vehicle have a communication failure in the maneuvering area the next procedure will be follow:

A departing acft, will continue the assigned route until its clearance limit, with precaution to avoid deflection and will maintain position and wait for the arrival of the guidance vehicle, that will proceed guidance to the stand position or the assigned holding bay.

An arriving acft, will maintain the position in the first segment of twy in which the sensible area of ILS is cleared and will wait for the arrival of a guidance vehicle, that proceed guidance to the assigned stand position.

LEVD/VLL **JEPPESEN**
1 OCT 10 **10-9X****JAA MINIMUMS**
VALLADOLID, SPAIN
VILLANUBLA

STRAIGHT-IN RWY		A	B	C	D
23	CAT 3B ILS	approved	approved	approved	approved
	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	2876' (100')	2876' (100')	2887' (111')	2901' (125')
		RA100' R300m	RA100' R300m	RA111' R300m	RA125' R400m
	ILS	2994' (218')	3006' (230')	3014' (238')	3025' (249')
		R700m	R700m	R700m	R700m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	3180' (404')	3180' (404')	3180' (404')	3180' (404')
		R1200m	R1300m	R1400m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	NDB Z	3180' (404')	3180' (404')	3180' (404')	3180' (404')
		R1200m	R1300m	R1400m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	NDB Y	3200' (424')	3200' (424')	3200' (424')	3200' (424')
		R1200m	R1300m	R1400m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	3200' (424')	3280' (504')	3380' (604')	3480' (704')
	V1500m	V1600m	V2400m	V3600m

TAKE-OFF RWY 05, 23

LVP must be in Force					
Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A				400m	500m
B	125m	150m	200m		
C					
D	150m	200m	250m		

TAKE-OFF RWY 15, 33

LVP must be in Force		
RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	400m	500m
B		
C		
D		

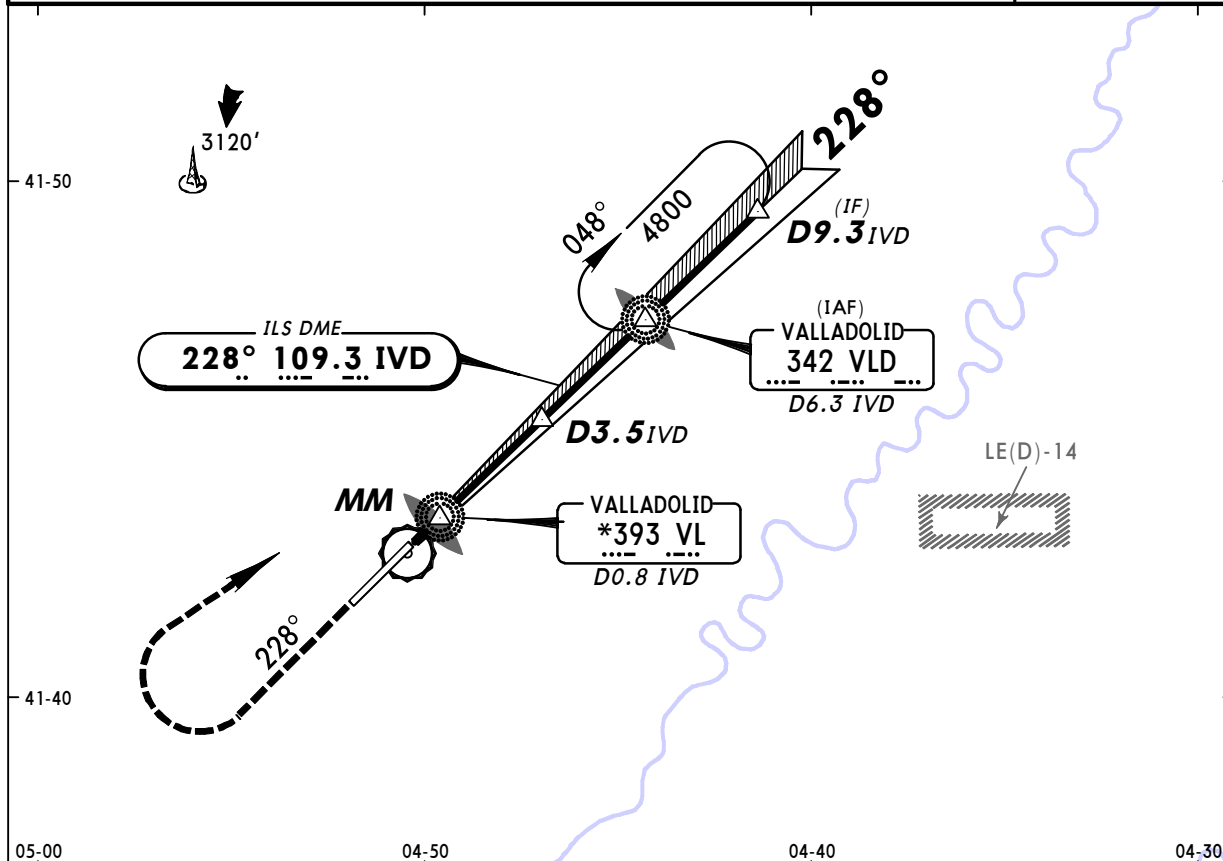
LEVD/VLL
VILLANUBLA

JEPPESSEN
1 OCT 10 **(11-1)**

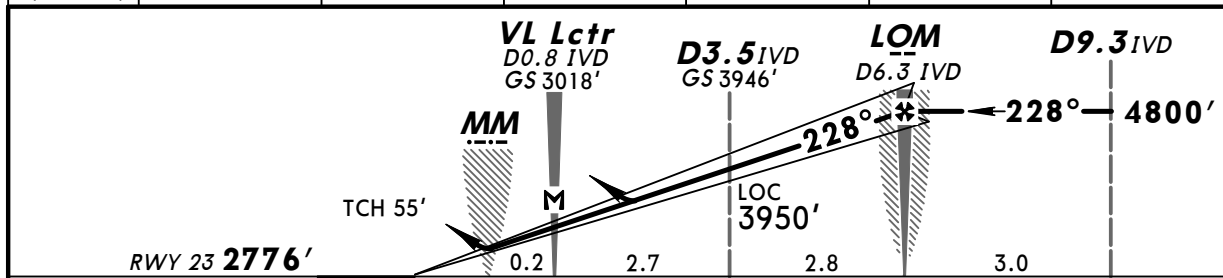
VALLADOLID, SPAIN
ILS Rwy 23

BRIEFING STRIP™

*VALLADOLID Approach				*VALLADOLID Tower	
122.2				122.2	
LOC IVD 109.3	Final Apch Crs 228°	GS LOM 4800' (2024')	ILS DA(H) Refer to Minimums	Apt Elev 2776' RWY 2776'	4500' MSA VLD NDB
MISSED APCH: Climb on 228° to 4000'. Then turn RIGHT and return to VLD NDB climbing to 4800' and hold.					
Alt Set: hPa Rwy Elev: 98 hPa Trans level: By ATC Trans alt: 6000' 1. DME required. 2. ILS DME reads zero at rwy 23 threshold.					



LOC (GS out)	IVD DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	3460'	3770'	4090'	4400'	4710'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI		4000'	on 228°
ILS GS or LOC Descent Angle 3.00°	377	484	538	646	753	861				
MAP at VL Lctr/D0.8 IVD										

Standard				STRAIGHT-IN LANDING RWY 23		CIRCLE-TO-LAND	
ILS DA(H) A: 2994' (218') C: 3014' (238') B: 3006' (230') D: 3025' (249')		LOC (GS out) DA(H) 3180' (404')					
ALS out		ALS out		Max Kts		MDA(H) VIS	
A	RVR 800m	RVR 1200m	RVR 1500m	100		3200'	1500m
B				135		3280'	1600m
C				180		3380'	2400m
D				205		3480'	3600m

PANS OPS 4

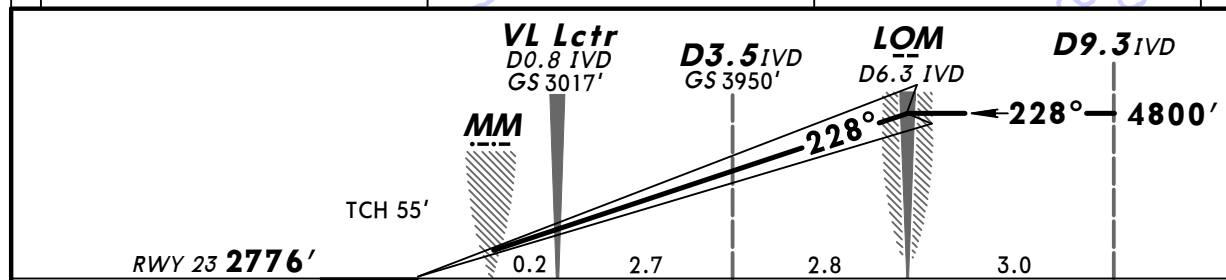
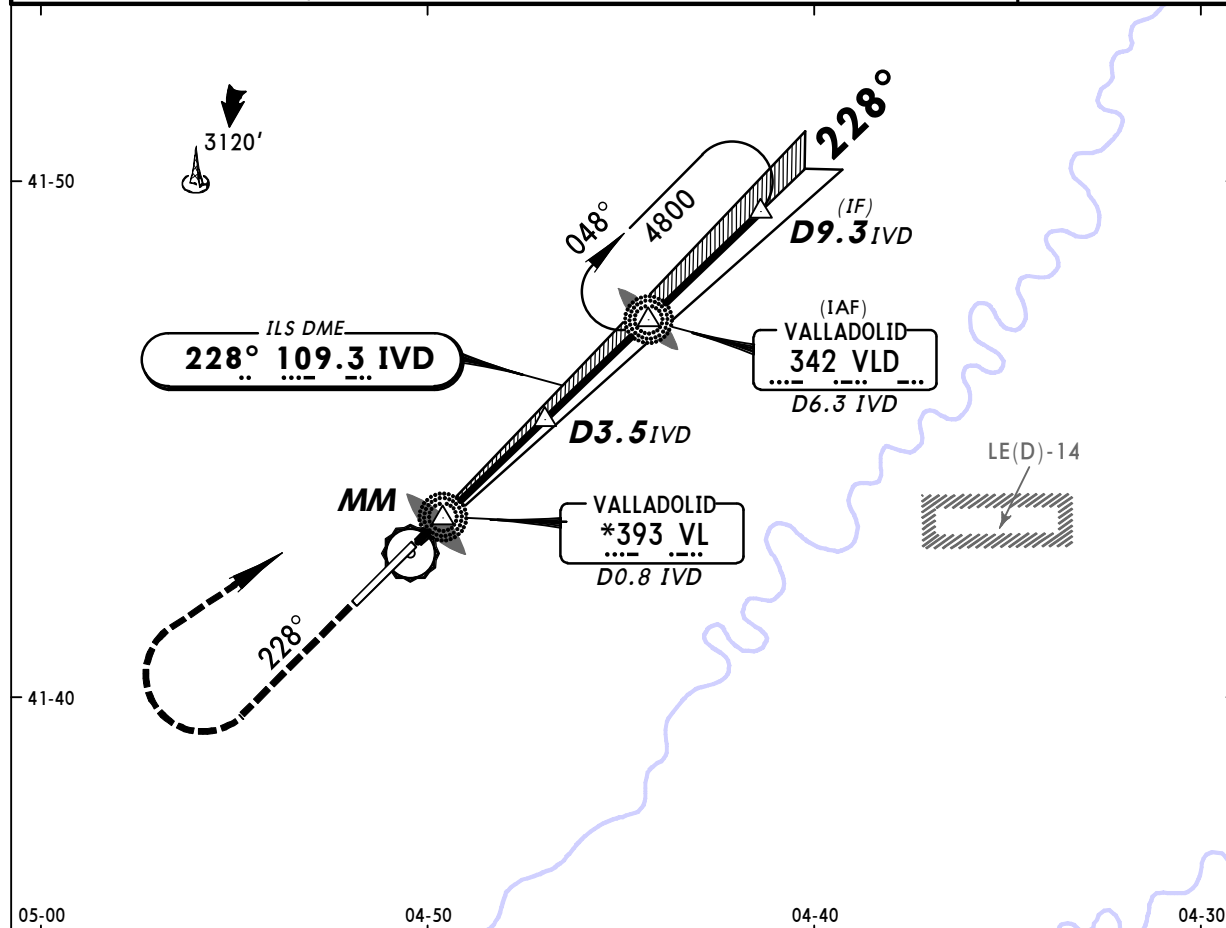
LEVD/VLL
VILLANUBLA

JEPPesen
1 OCT 10 **(11-1A)**

VALLADOLID, SPAIN
CAT II ILS Rwy 23

BRIEFING STRIP™

*VALLADOLID Approach 122.2				*VALLADOLID Tower 122.2	
LOC IVD 109.3	Final Apch Crs 228°	GS LOM 4800' (2024')	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 2776' RWY 2776'	4500' MSA VLD NDB
MISSED APCH: Climb on 228° to 4000'. Then turn RIGHT and return to VLD NDB climbing to 4800' and hold.					
Alt Set: hPa Rwy Elev: 98 hPa Trans level: By ATC Trans alt: 6000'					
1. DME required. 2. ILS DME reads zero at rwy 23 threshold. 3. Special Aircrew & Aircraft Certification Required.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI 4000' ↑ on 228°	
GS	3.00°	377	484	538	646	753		

PANS OPS 4

Standard		STRAIGHT-IN LANDING RWY 23	
		CAT II	
AB RA 100' DA(H) 2876' (100')	C RA 111' DA(H) 2887' (111')	D RA 125' DA(H) 2901' (125')	
RVR 300m I		RVR 400m	

I Operators applying U.S. Ops Specs: Autoland or HGS required below 350m.

LEVD/VLL
VILLANUBLA

1 OCT 10

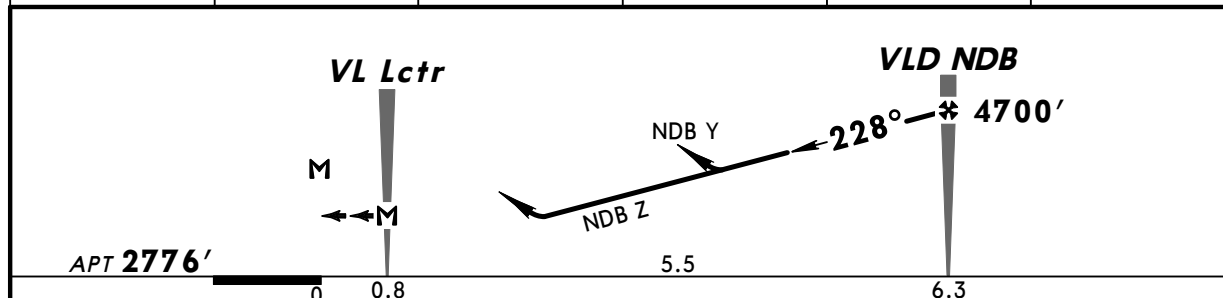
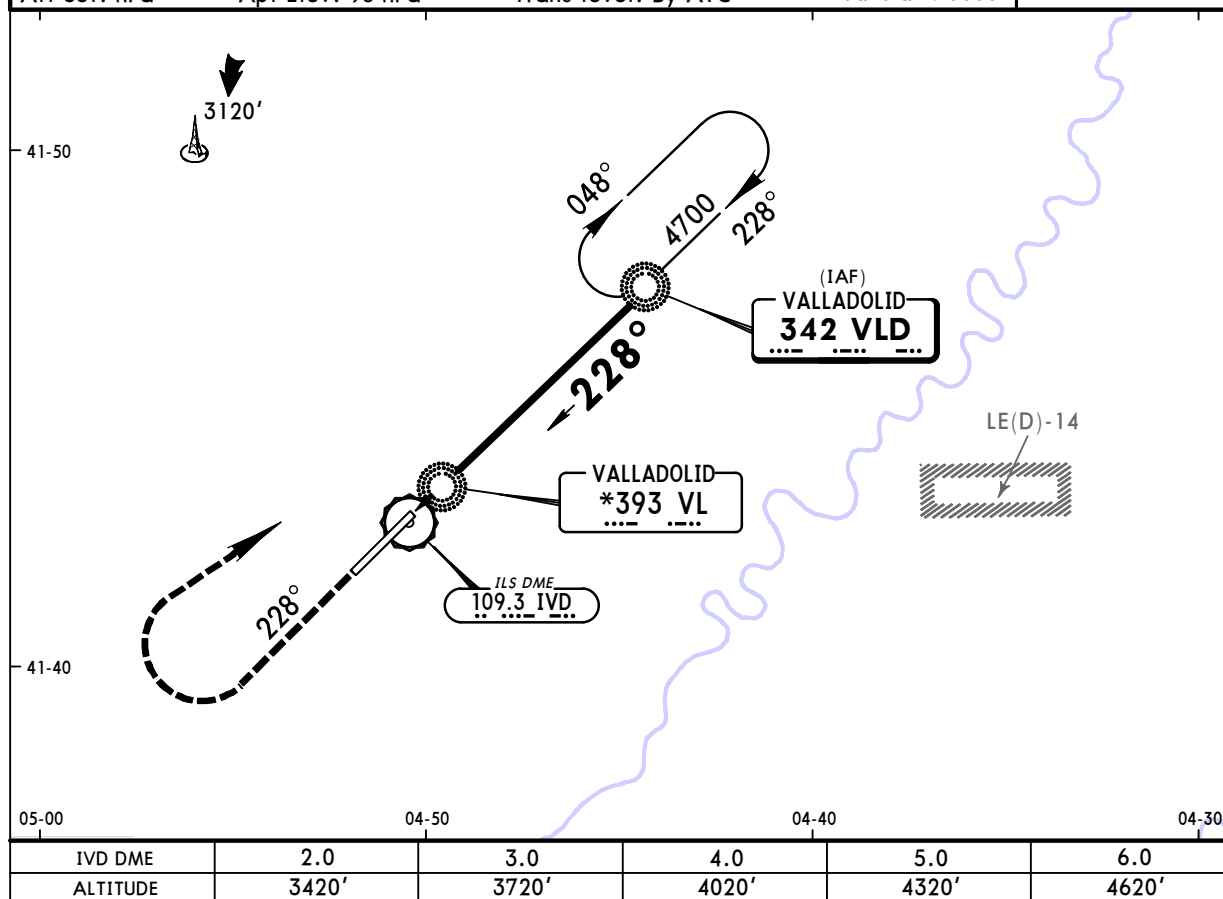
JEPPESSEN

16-1

VALLADOLID, SPAIN
NDB Z or NDB Y Rwy 23

BRIEFING STRIP™

*VALLADOLID Tower				*VALLADOLID Tower	
122.2				122.2	
NDB VLD 342	Final Apch Crs 228°	Minimum Alt VLD NDB 4700' (1924')	NDB Z DA(H) 3180' (404')	Apt Elev 2776'	4500' MSA VLD NDB
			NDB Y DA(H) 3200' (424')		
MISSED APCH: Climb on 228° to 4000'. Then turn RIGHT and return to VLD NDB climbing to 4700' and hold.					
Alt Set: hPa Apt Elev: 98 hPa Trans level: Bv ATC Trans alt: 6000'					



<i>Gnd speed-Kts</i>	70	90	100	120	140	160		
<i>Descent Angle</i> 2.81°	348	447	497	596	696	795		
<i>NDB Z : MAP at VL Lctr</i>								
<i>NDB Y: VLD NDB to MAP</i> 6.3	5:24	4:12	3:47	3:09	2:42	2:22		

Standard

STRAIGHT-IN LANDING RWY 23

CIRCLE-TO-LAND

		NDB Z		NDB Y		Max Kts.	CIRCLE TO LAND		
		DA(H) 3180' (404')		DA(H) 3200' (424')					
		ALS out		ALS out			MDA(H)	VIS.	
A	RVR 1500m			RVR 1500m			100	3200' (424')	1500m
B							135	3280' (504')	1600m
C	RVR 1500m	RVR 1900m	RVR 1600m	RVR 2000m	180	3380' (604')	2400m		
D					205	3480' (704')	3600m		

PANS OPS 4

CHANGES: Minimums.

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